

# **North Tyneside Council**

## **Report to Director of Regeneration and Economic Development**

### **Date: 24 June 2025**

**Title:** Traffic Regulation Order – Permit Parking Restrictions – Beverley Gardens, Cullercoats.

**Report by:** Nick Saunders, Senior Traffic Engineer

**Report to:** John Sparkes, Director of  
Regeneration and Economic  
Development

**Wards affected:** Cullercoats

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#### **PART 1**

##### **1.1 Executive Summary:**

This report seeks agreement from the Director of Regeneration and Economic Development to advertise and, in the event that no objections are received, to make a Traffic Regulation Order (TRO) to introduce permit parking restrictions that would operate on Saturdays, Sundays and Bank Holidays on part of Beverley Gardens, Cullercoats.

##### **1.2 Recommendation(s):**

It is recommended that the Director of Regeneration and Economic Development agrees: –

- (1) that notices for the proposal to introduce permit parking restrictions that would operate on Saturdays, Sundays and Bank Holidays on Beverley Gardens, Cullercoats should be prepared and advertised in line with relevant statutory requirements;

- (2) that in the event that no objections are received following the period of consultation required by statute, that the circumstances do not warrant the holding of a Public Inquiry; and
- (3) that if no objections are received following the period of consultation required by statute, a Traffic Regulation Order introducing permit parking restrictions that operate on Saturdays, Sundays and Bank Holidays on Beverley Gardens, Cullercoats should be made.

### **1.3 Forward Plan:**

Seeking delegated decisions to advertise and, in the event that no objections are received, to make Traffic Regulation Orders is a standing item on the Forward Plan.

### **1.4 Council Plan and Policy Framework**

The proposals in this report relate to the following priority in Our North Tyneside, the Council Plan 2021 to 2025:

- A green North Tyneside
  - We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030
- A secure North Tyneside
  - We will continue to invest £2m per year in fixing our roads and pavements.

### **1.5 Information:**

#### **1.5.1 Background**

A number of requests for permit parking restrictions were received from residents of Beverley Gardens, and subsequent parking surveys demonstrated that significant levels of non-residential parking were occurring on weekends.

A council officer and a ward councillor met with a number of residents on Beverley Gardens to discuss parking issues, and permit parking was identified as the preferred solution.

Officers sought the views of residents in Beverley Gardens, Cullercoats Lawn Tennis Club and St George's church through a postal consultation exercise. The consultation was carried out between 25th March and 11th April 2025 and 51% of the consultees were found to be in favour of the proposal.

It is anticipated that the proposal will reduce levels of indiscriminate non-residential parking which will remove obstructions to pedestrian and vehicle movements, improve road safety for all road users and facilitate residential parking.

#### 1.5.2 Proposal in relation to permit parking restrictions

It is proposed to introduce weekend and bank holiday permit parking restrictions on the section of Beverley Gardens to the north of the tennis club as set out on the plan at Appendix 1.

#### 1.5.3 Consultation

An informal postal consultation was carried out with residents and other stakeholders in March/April 2025 to seek their views on weekend and bank holiday permit parking restrictions. Details of the levels of support are included in section 1.5.1.

Ward members have been kept up to date on the proposal by email.

#### 1.5.4 Proposed next steps

Proposals that restrict traffic movements are subject to statutory legal process as described in section 2.2: this includes the Authority giving public notice of the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity. In North Tyneside, this includes notices advertising proposals being displayed on affected streets and on the Authority's website. This enables members of the public or businesses to object to the proposals and the proposed making of a TRO and/or varying of existing TROs. Any objectors are sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Mayor's Scheme of Delegation and a decision taken by the Cabinet Member on whether the objections are set aside and a TRO be made.

### **1.6 Decision options:**

The following decision options are available for consideration by the Director of Regeneration and Economic Development:

Option 1

To approve the recommendations as set out in paragraph 1.2 above.

Option 2

Not to approve the recommendations as set out in paragraph 1.2 above.

Option 1 is the recommended option.

**1.7 Reasons for recommended option:**

Option 1 is recommended for the following reasons:

The proposal will reduce levels of indiscriminate non-residential parking which will remove obstructions to pedestrian and vehicle movements, improve road safety for all road users and facilitate residential parking.

**1.8 Appendices:**

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Permit Parking

**1.9 Contact officers:**

Nick Saunders, Senior Traffic Engineer, 0191 643 6598

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

**1.10 Background information:**

- (1) [North Tyneside Transport Strategy](#)
- (2) [North Tyneside Parking Strategy](#)
- (3) [Road Traffic Regulation Act 1984](#)
- (4) [Local Authorities' Traffic Orders Regulations 1996](#)

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

Funding to advertise and implement the proposal is available from the 2025/26 (Parking Management) Local Transport Plan capital budget.

### **2.2 Legal**

Proposals that involve revocations or amendments to existing TROs and any new such orders are subject to statutory legal process set out in the Road Traffic Regulation Act 1984 and the Regulations that flow from that Act, namely, the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. Details are formally advertised, including a 21-day period for objections. Before making a TRO the Authority must consider all objections made and not withdrawn, and can decide whether to make the TRO unchanged, to make the TRO with modifications or not to proceed with making the TRO.

The Authority is required to publish at least one notice detailing the proposals in a local newspaper in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided. The Authority is also required to make documents relating to the proposal available for public inspection. In North Tyneside, in addition to being advertised in a local newspaper, notices advertising the proposal are displayed on the Authority's website and on roads affected by the order. Documents relating to the proposal are also available for public inspection at the Authority's offices at Quadrant. Objections to the proposal may be made within a period of 21 days starting from the date the notice was published.

In accordance with the Mayor's Scheme of Delegation to Cabinet Members, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider any objections made and not withdrawn and to determine if a TRO should be made.

Within 14 days of the making of the proposed TRO varying the existing TRO in respect of the proposals set out in the report, the Authority must notify any objectors, publish a notice of making in a local newspaper and take such other steps as it deems appropriate for ensuring adequate publicity is given to the making of the TRO. In North Tyneside, in addition to being advertised in a local newspaper, notices of making are displayed on the Authority's website and on

roads affected by the TRO. Documents relating to the order are also available for public inspection at the Authority's offices at Quadrant.

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

Internal consultation on the proposal involved the Cabinet Member for Environment. Ward members' views on the proposal were sought as described in section 1.5.3.

### **2.3.2 Community engagement**

Views on the proposal were sought as described in section 1.5.3. The proposal is to be advertised in line with statutory process as set out in section 1.5.4.

## **2.4 Human rights**

Any human rights implications must be balanced against the duty that the Authority has to provide a safe highway for people to use. It is not considered that the proposed restrictions will have a negative impact on individuals' human rights.

## **2.5 Equalities and diversity**

A Business as Usual Equality Impact Assessment for permit parking schemes has been undertaken and is included as Appendix 2 to this report. This identifies positive potential impacts: these relate to improved accessibility for people who currently experience difficulty negotiating footways and crossing the road. Actions are specified to reduce the potential negative impact relating to access arrangements during construction work and long stay parking for non-residential blue badge holders.

## **2.6 Risk management**

There are no risk management implications arising directly from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

## **2.7 Crime and disorder**

There are no crime and disorder implications directly arising from this report.

## **2.8 Environment and sustainability**

There are potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use.

### **PART 3 – SIGN OFF**

- Chief Finance Officer

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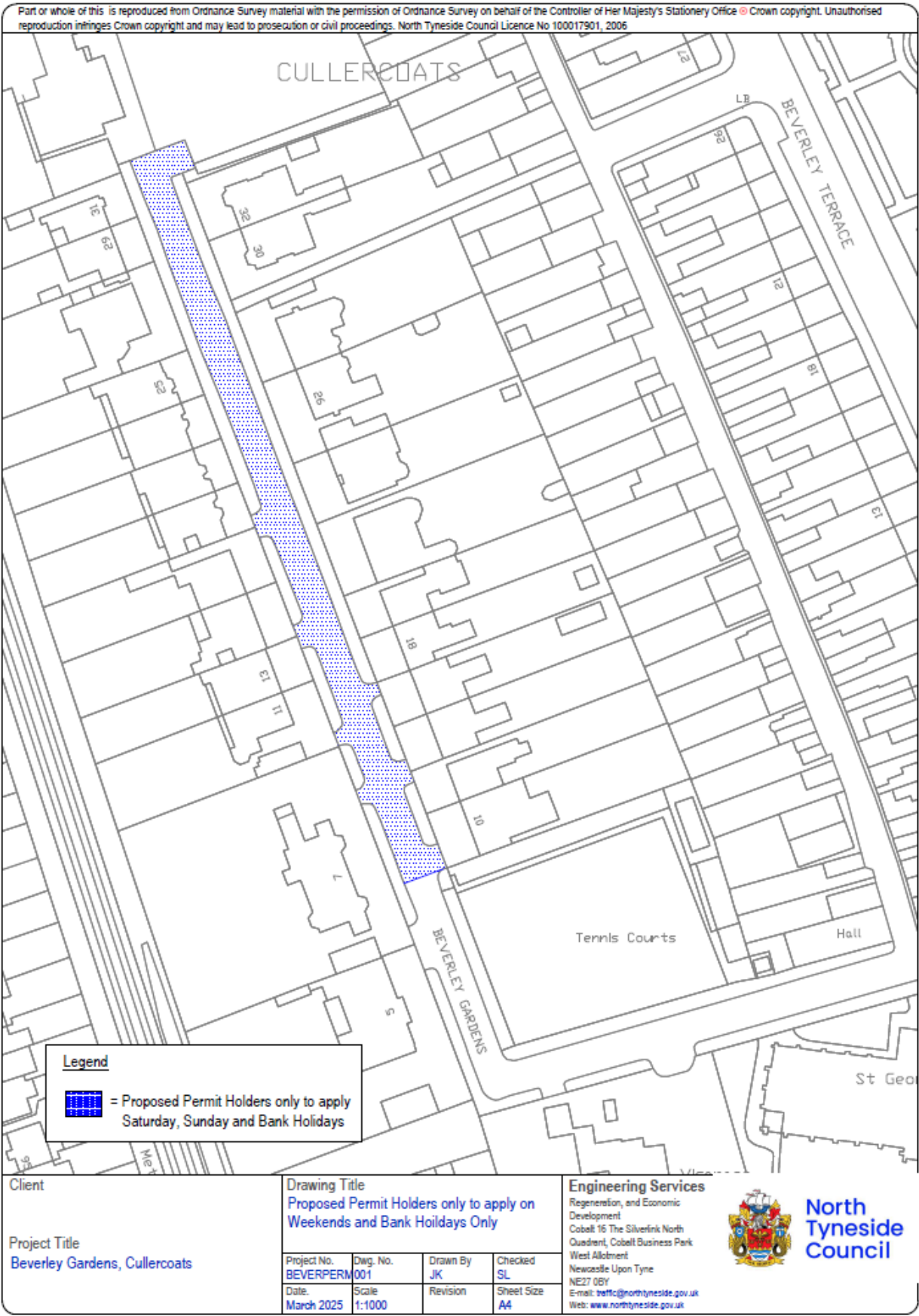
- Monitoring Officer

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- Interim Director  
of Corporate Strategy &  
Customer Services

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Appendix 1 – Plan of Scheme





### EqlA #3

The details of an EqlA and its associated actions, actions and attachments.

#### 1. Project/Activity Information

Collection name	Highways
Name of the activity being assessed	Permit Parking – Traffic and Road Safety
EqlA type	Business As Usual (BAU)
Current status	Completed
Service Area	Highways and Transportation
Purpose of activity	<p>The business-as-usual activity is the installation of permit parking.</p> <p>The restrictions are intended to offer residents priority to park near their homes and discourage non-residential parking.</p>
Who is the activity intended to benefit?	Residents

#### 2. Groups Impacted

**Does the project / activity impact on the following groups?**

##### Service Users

Yes

**What is the estimated number of service users impacted?**

Unknown

**What is the estimated impact level on the service users?**

Medium

**Service user additional comments**

Visitors to local businesses in the area

**Carers or family of service users**

Yes

**What is the estimated number of carers or family members impacted?**

Unknown

**What is the estimated impact level on the carers or family members?**

Low

**Carers or family members additional comments**

Residents or visitors to local care facilities

**Residents**

Yes

**What is the estimated number of residents impacted?**

Unknown

**What is the estimated impact level on the residents?**

Low

**Additional comments for residents**

Residents in the immediate vicinity

**Visitors**

Yes

**What is the estimated number of visitors impacted?**

Unknown

**What is the estimated impact level on the visitors?**

Low

**Additional comments for visitors**

Visitors to residential properties

**Staff**

Yes

**What is the estimated number of staff impacted?**

Unknown

**What is the estimated impact level on the staff members?**

Low

**Additional comments for staff members**

Visitors to residential properties

**Partner organisations**

No

**3. Evidence gathering and engagement****What evidence has been used for this assessment?****Internal evidence**

Relevant objectives of the Authority, e.g. promote road safety alongside healthy travel

(North Tyneside Travel Safety Strategy); and effectively manage demand for parking  
North Tyneside Parking Strategy

**External evidence**

Responses to initial resident and stakeholder consultation completed by the team.

**Have you carried out any engagement in relation to this activity?**

Yes

**If yes of what kind and with whom? If no, why not?**

Consultation with local Ward Councillors, local residents, local businesses and local schools as necessary.

**Is there any information you don't have?**

Yes

### Why is this information not available?

Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders following this report. Copies of the orders are printed and placed on site alongside being published in a local newspaper and on the North Tyneside Council website. Each notice gives detail on how the public can request information in other languages and formats.

### All evidence attachments that have been added to this EqlA

There are no attachments for this EqlA

### All evidence links that have been added to this EqlA

<https://my.northtyneside.gov.uk/category/1237/transport-strategy>

<https://my.northtyneside.gov.uk/category/1274/travel-strategy>

<https://my.northtyneside.gov.uk/category/737/parking-strategy>

#### 4. Impact on groups with different characteristics

**Will the project/activity positively or negatively impact on each of the following groups**

Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
Age	Yes	Yes
<b>Description of the potential impact and evidence used in the assessment:</b> People for whom age makes negotiating footways and crossing the road more difficult may experience a positive impact from the proposed increased availability of parking spaces nearby.  They may also experience a negative impact from permit parking restrictions if they do not qualify for a permit. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.		
Disability	Yes	Yes
<b>Description of the potential impact and evidence used in the assessment:</b> Footway users with a disability (e.g., wheelchair users and visually or audio impaired people) may experience a positive impact from the proposed increased availability of parking nearby.		

People with a disability who hold a Blue Badge will no longer be able to park in the restricted areas all day, but they are permitted to park within the permit parking scheme for up to 3 hours. However, we will always ensure that there are alternative options for longer stay parking in the area.

Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability. This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.

Gender reassignment	No	No
Marriage and civil partnership	No	No
Pregnancy and maternity	Yes	Yes

**Description of the potential impact and evidence used in the assessment:** Footway users who are pregnant may experience a positive impact from the proposed increased availability of parking nearby, particularly if they live in the area. They may also experience a negative impact from the permit parking restriction if they do not qualify for a permit. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.

Race	No	Yes
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**Description of the potential impact and evidence used in the assessment:** People who do not speak English as a first language may experience issues reading the notices and any communication. All our communication has an accessibility statement and can be provided in other formats or languages.

Religion or belief	Yes	No
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**Description of the potential impact and evidence used in the assessment:** People who visit nearby places of worship may experience a positive impact from a reduction in obstructive junction and pavement parking. They may also experience a negative impact from a restriction on parking within the permit scheme if they do not qualify for a permit. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.

Sex	No	No
Sexual orientation	No	No
Intersectionality	No	No
Non-Legally Protected Characteristic	Potential positive impact identified	Potential negative impact identified
Carers	Yes	No

<b>Description of the potential impact and evidence used in the assessment:</b> Carers who may be required to park in the proposed location may experience a positive impact from the proposed increased availability of parking if they are visiting a resident within the scheme who has access to a visitor permit. Additionally, Carers are able to use the Blue Badge of the people they are caring for, if they hold one, which allows them to park within the permit parking scheme for up to 3 hours. However, we will always ensure that there are alternative options for longer stay parking in the area.		
Socio-economic disadvantage	No	No

## 5. Achievement of the Authority's Public Sector Equality Duty

### Will the activity contribute to any of the following?

**Eliminate unlawful discrimination, victimisation and harassment?**

No

**Advance equality of opportunity between people who share a protected characteristic and those who do not?** Yes

**How will it advance equality of opportunity?**

The schemes are designed to increase parking provision for visitors to the local area and residents, resulting in the potential positive impacts to the characteristics identified in section 4 above.

**Foster good relations between people who share a protected characteristic and those who do not?** No

## 6. Negative Impacts

**All negative impacts logged against the EqIA**

### Negative Impact #1

#### Potential negative impact

Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability.

**Can it be reduced or removed**

Reduced

**If yes how? If no, why not and what alternative options were considered and not pursued?**

This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.

**Negative Impact #2**

**Potential negative impact**

Blue badge holders can only park within the permit parking scheme for up to 3 hours.

**Can it be reduced or removed**

No

**If yes how? If no, why not and what alternative options were considered and not pursued?**

Maximum parking times for blue badge holders are set nationally. The parking bays have been kept to the length required by national guidance to be effective and there is alternative unrestricted parking nearby.

**Negative Impact #3**

**Potential negative impact**

People who do not speak English as a first language may experience issues reading the notices and any communication.

**Can it be reduced or removed**

Reduced

**If yes how? If no, why not and what alternative options were considered and not pursued?**

All our communication has an accessibility statement and can be provided in other formats or languages.

**7. EqIA Review**

**Date review of EqIA to be completed**

31-03-2026

**Responsible officer**

Nick Saunders

**Responsible officer's directorate**

Regeneration and Economic Development

**Responsible officer's service area**

Highways and Transportation

**8. Outcome of EqlA**

**Outcome**

The proposal is robust, no major change is required

**Please explain and evidence why you have reached this conclusion**

Several identified potential impacts are positive. Actions are specified to reduce the identified potential negative impact.

**Actions**

**All actions that have been created for this EqlA**

**Action ID: 12**

**Action Title**

Traffic and Road Safety

**Action Type**

Action to gather evidence or information to improve NTC's understanding of the potential impacts on people with protected characteristics and how best to respond to them

**Due Date**

31-Mar-2026

**Status**

In Progress

**Assignee/Responsible officer**

Nick Saunders

**Assignee/Responsible officer's Directorate**

Regeneration and Economic Development



**Assignee/Responsible officer's Service Area**

Highways and Transportation

**Description**

Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqlA)

**Action ID: 13****Action Title**

Traffic and Road Safety

**Action Type**

Action already in place to remove or reduce potential negative impacts

**Status**

In Progress

**Impact**

Reduce

**Assignee/Responsible officer**

Nick Saunders

**Assignee/Responsible officer's Directorate**

Regeneration and Economic Development

**Assignee/Responsible officer's Service Area**

Highways and Transportation

**Description**

Consideration of accessibility factors as part of the scheme design process particularly in relation to the extent of the road markings.

**Action ID: 14****Action Title**

Traffic and Road Safety

**Action Type**

Action that will be taken to remove or reduce potential negative impacts

**Due Date**

31-Mar-2026

**Status**

In Progress

**Impact**

Reduce

**Assignee/Responsible officer**

Nick Saunders

**Assignee/Responsible officer's Directorate**

Regeneration and Economic Development

**Assignee/Responsible officer's Service Area**

Highways and Transportation

**Description**

Confirm that construction work takes account of accessibility factors, e.g., not obstructing footpaths which remain open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs

**Action ID: 15****Action Title**

Traffic and Road Safety

**Action Type**

Action that will be taken to make the most of any potential positive impact

**Due Date**

31-Mar-2026

**Status**

In Progress

**Assignee/Responsible officer**

Nick Saunders

**Assignee/Responsible officer's Directorate**

Regeneration and Economic Development

**Assignee/Responsible officer's Service Area**

Highways and Transportation

**Description**

Inform the public of any positive impacts as part of communications and publicity when the scheme is completed

**Action ID: 16****Action Title**

Traffic and Road Safety

**Action Type**

Action that will be taken to monitor the equality impact of this proposal once it is implemented

**Due Date**

31-Mar-2026

**Status**

In Progress

**Assignee/Responsible officer**

Nick Saunders

**Assignee/Responsible officer's Directorate**

Regeneration and Economic Development

**Assignee/Responsible officer's Service Area**

Highways and Transportation

**Description**

The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.